

# BookletChart™

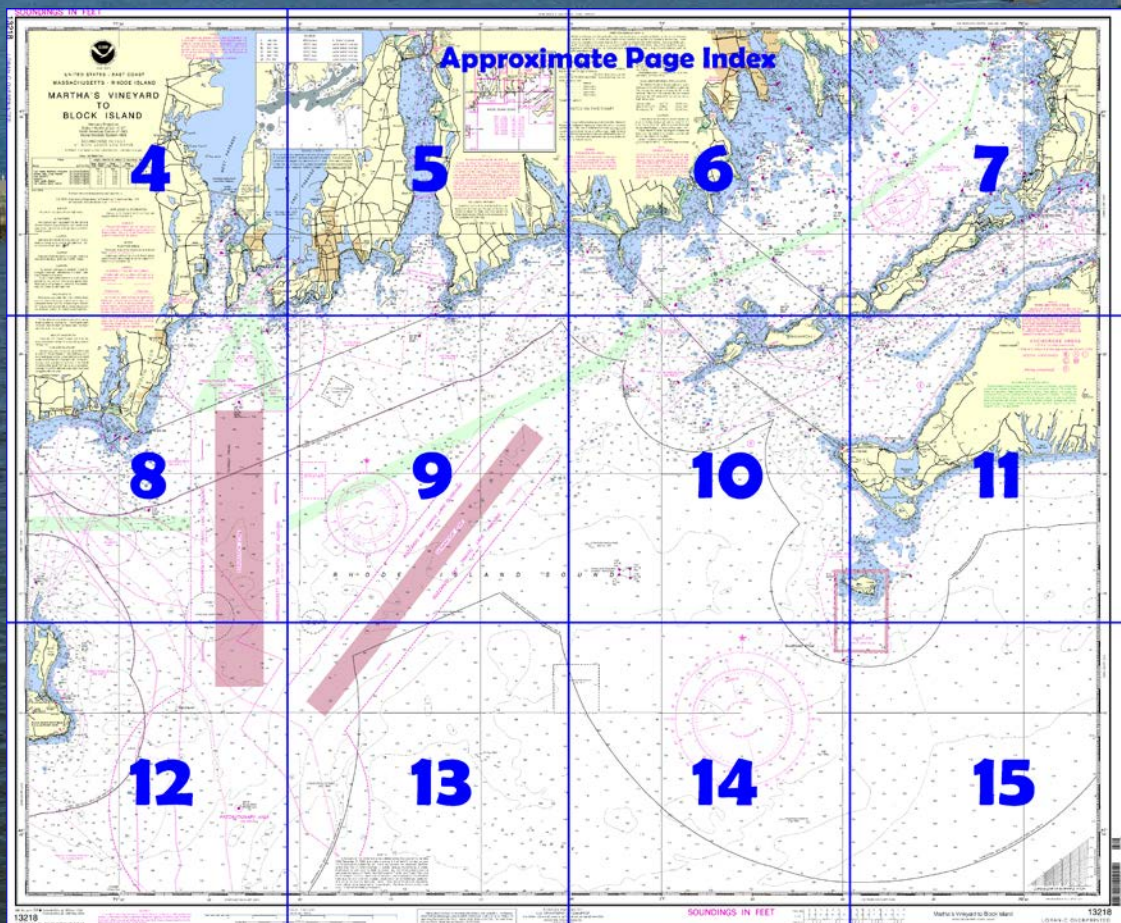
## Martha's Vineyard to Block Island NOAA Chart 13218



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

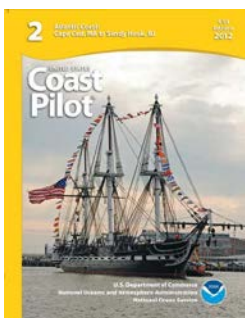
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13218>



**(Selected Excerpts from Coast Pilot)**

**Vineyard Sound and Buzzards Bay** are deep and easily navigated day or night. Vineyard Sound, together with Nantucket Sound, provides an inside route from New York to Boston which avoids Nantucket Shoals. Buzzards Bay, together with Cape Cod Canal and Cape Cod Bay, provides the shortest deep-draft route between New York and Boston.

**Vineyard Sound** is bounded on the north by the southwestern part of Cape Cod and the Elizabeth Islands, and on the south by part of Martha's Vineyard, which presents a rugged and generally inaccessible shoreline. To the west, it joins Rhode Island Sound on a line between Cuttyhunk Island and Gay Head. To the east, it joins Nantucket Sound on a line between Nobska Point and West Chop and provides an inside passage clear of Nantucket Shoals. The navigational

aids are colored and numbered for passing through the sound from the eastward. The channel through the sound is well marked and generally free of dangers.

**East Chop** and **West Chop** are prominent points on the north side of Martha's Vineyard and on the east and west side of the entrance to Vineyard Haven.

**West Chop Light** (41°28'51"N., 70°35'59"W.), 84 feet above the water, is shown from a white conical tower at the summit of West Chop. A fog signal is sounded from the light station.

A lighted gong buoy, 0.5 mile northeastward of the light, and a buoy, 0.5 mile eastward of the light, mark shoal water and rocks awash to the eastward of West Chop. It has been reported that during strong tidal currents, the buoy may be submerged.

**East Chop Light** (41°28'13"N., 70°34'03"W.), 79 feet above the water, is shown from a white tower on the east side of the entrance to Vineyard Haven. **East Chop Flats**, covered 5 to 18 feet, extend 0.2 mile northward and 0.5 mile eastward of East Chop.

**Buzzards Bay, Dangers.—Hen and Chickens**, extending 1.4 miles southward of Gooseberry Neck, is a reef consisting of many large boulders, most of them baring a foot or less. The reef is in two large groups; the southerly group is the larger. Numerous covered rocks are well away from the visible part of the danger. A narrow ledge covered 5 to 14 feet extends about 0.4 mile northward from the visible part of Hen and Chickens. A buoy is north of the ledge. **Old Cock**, a rock awash, and **The Wildcat**, covered 5 feet and unmarked, are in the southern shoal area. The south edge of the shoal is marked by a buoy. Strangers are advised to stay outside the 5-fathom curve in this vicinity.

**Security Broadcast System, Narragansett Bay.**—In conjunction with various maritime interests, the Coast Guard has developed a system of recommended radiotelephone procedures for Narragansett and Mount Hope Bays that is designed to supplement the Vessel Bridge-to-Bridge Radiotelephone Regulations (33 CFR 26) (see chapter 2). These **voluntary** procedures consist of Security calls to be made by vessel masters, pilots, or operators on VHF-FM channel 13 (156.65 MHz) at designated points. The procedures are designed to give notice of unseen vessels, give notice of intended movement, clear channel 13 of traffic unrelated to navigation, give each vessel information on all others in the immediate vicinity, and to do so at little cost and with as little radiotelephone traffic as possible. These recommendations do not relieve a master, pilot, or operator of any requirements of law or regulation. There is no guarantee that every vessel will follow them. Inbound vessels should make security calls when abeam of Narragansett Bay Entrance Lighted Whistle Buoy NB, when off Castle Hill Light, and when at the south end of Prudence Island (state whether bound for Providence or Fall River). The call at Castle Hill Light alerts outbound vessels so that they can pass East Passage Lighted Bell Buoy 11 close aboard, as during ebb current they tend to be set toward the center of the channel. Vessels bound for Providence should make additional Security calls when off Popasquash Neck and when approaching Bullock Point Light BP. Vessels bound for Fall River should call Brightman Street Bridge when they enter Mount Hope Bay to allow sufficient time for the opening of the bridge.

Vessels outbound from Providence should make Security calls when leaving their dock and when off Popasquash Neck. Vessels outbound from Fall River should make calls when leaving their dock, when approaching Mount Hope Bridge, and when off Gould Island.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



THE NATION'S CHARTMAKER SINCE 1807

# UNITED STATES - EAST COAST MASSACHUSETTS - RHODE ISLAND MARTHA'S VINEYARD TO BLOCK ISLAND

Mercator Projection  
Scale 1:80,000 at Lat. 41°27'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
	Gay Head, Martha's Vineyard	(41°21'N/70°50'W)	3.2	3.0	0.1
	Woods Hole, Little Harbor	(41°31'N/70°40'W)	1.6	1.5	0.1
	New Bedford	(41°38'N/70°55'W)	4.1	3.8	0.1
	Newport	(41°30'N/71°20'W)	3.9	3.6	0.1
	Point Judith Harbor of Refuge	(41°22'N/71°29'W)	3.4	3.1	0.1
	Old Harbor, Block Island	(41°10'N/71°33'W)	3.2	3.0	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Jun 2013)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE B

## FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: ---

Submerged piling may exist in these areas. Areas 2 and 3 are available for fish traps from March 1 to December 31.

## CAUTION

## SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers.

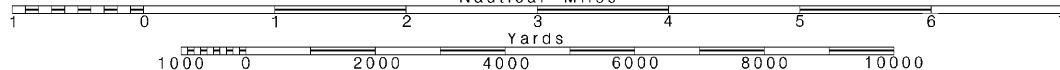
A 1990-2011  
B1 1990-1991  
B2 1970-1989  
B3 1940-1969  
B4 1900-1939  
B5 Pre-1900  
f

Joins page 8

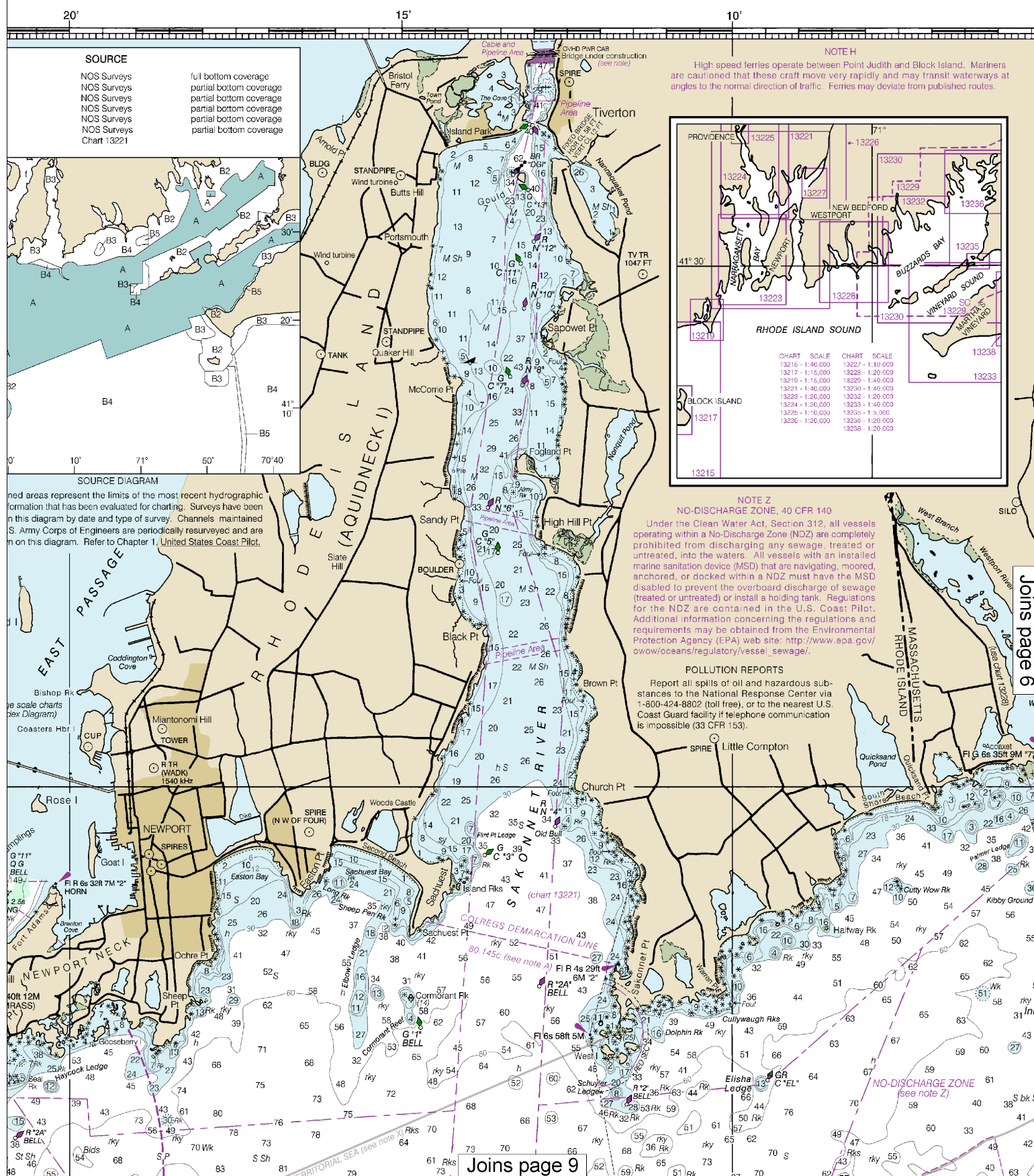
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SCALE 1:80,000  
Nautical Miles

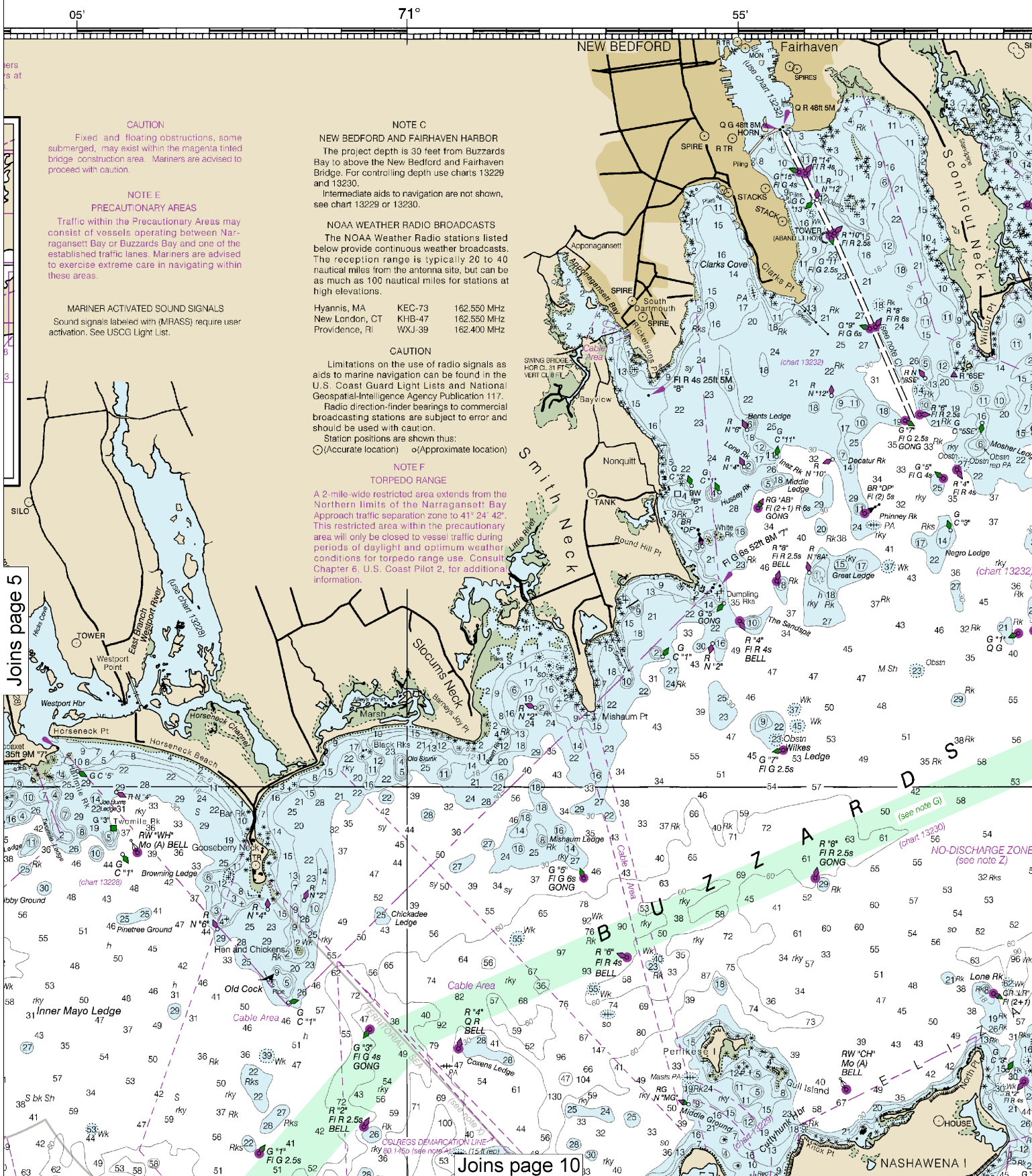
See Note on page 5.



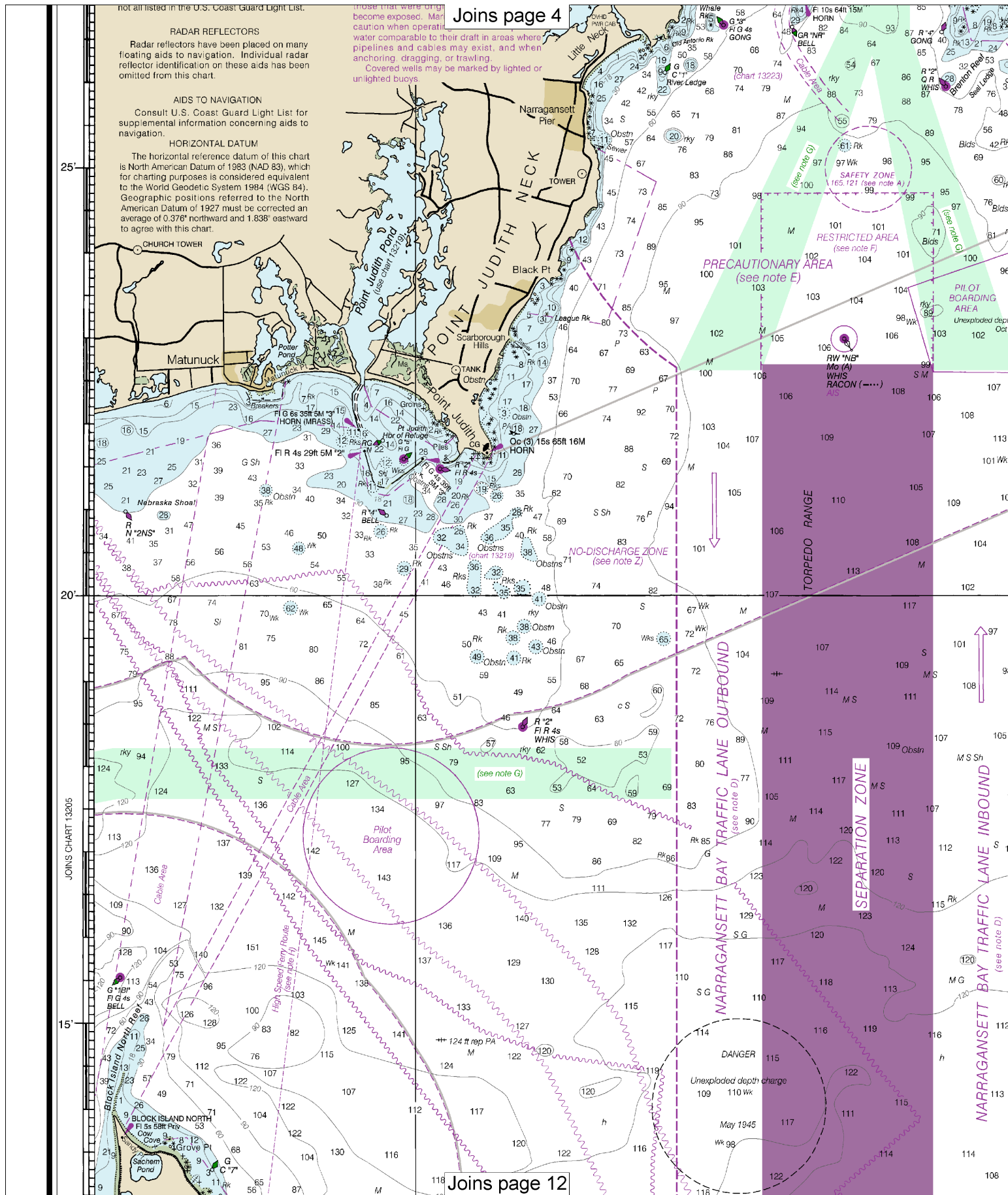
Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.







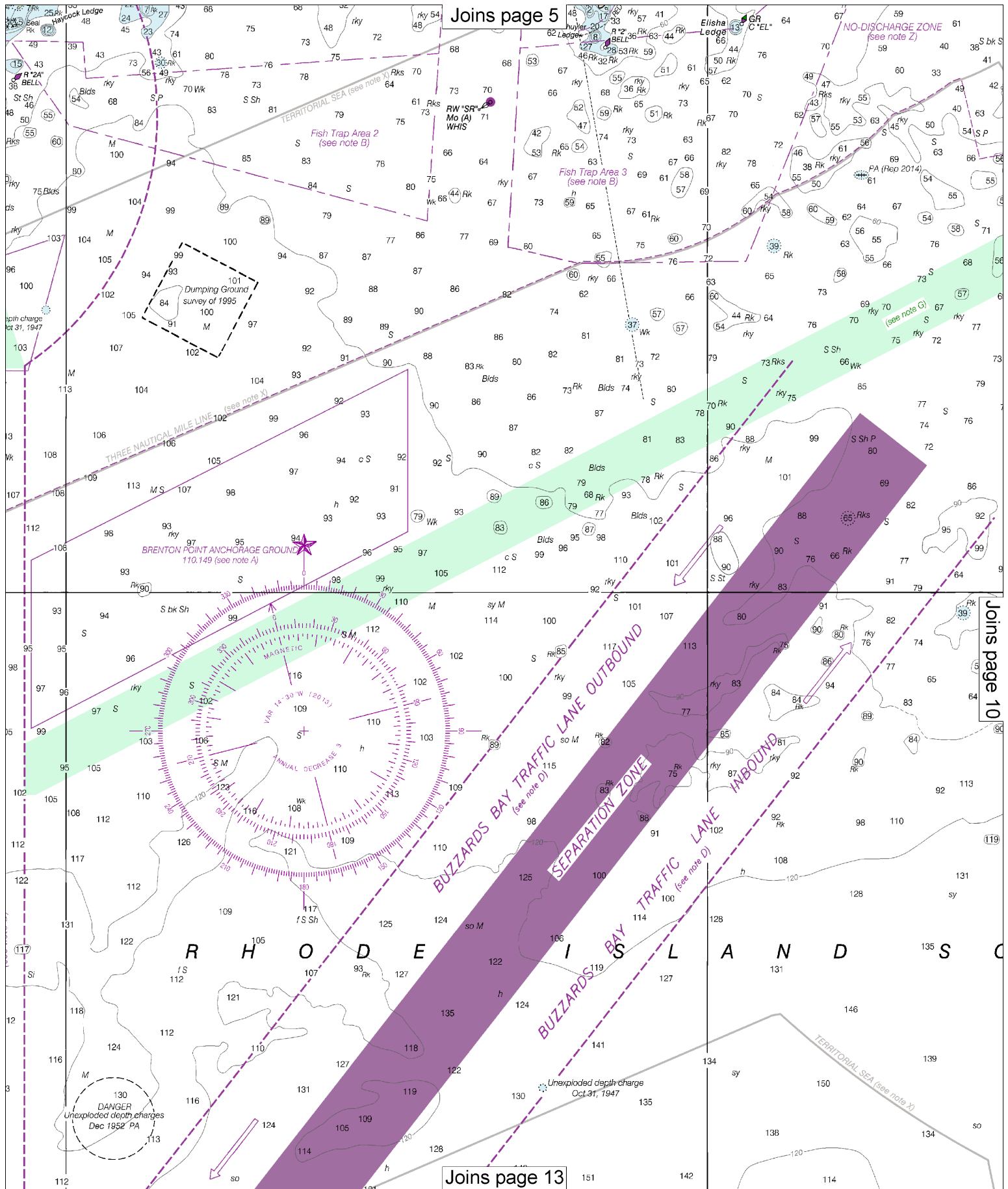
8

Note: Chart grid lines are aligned with true north.

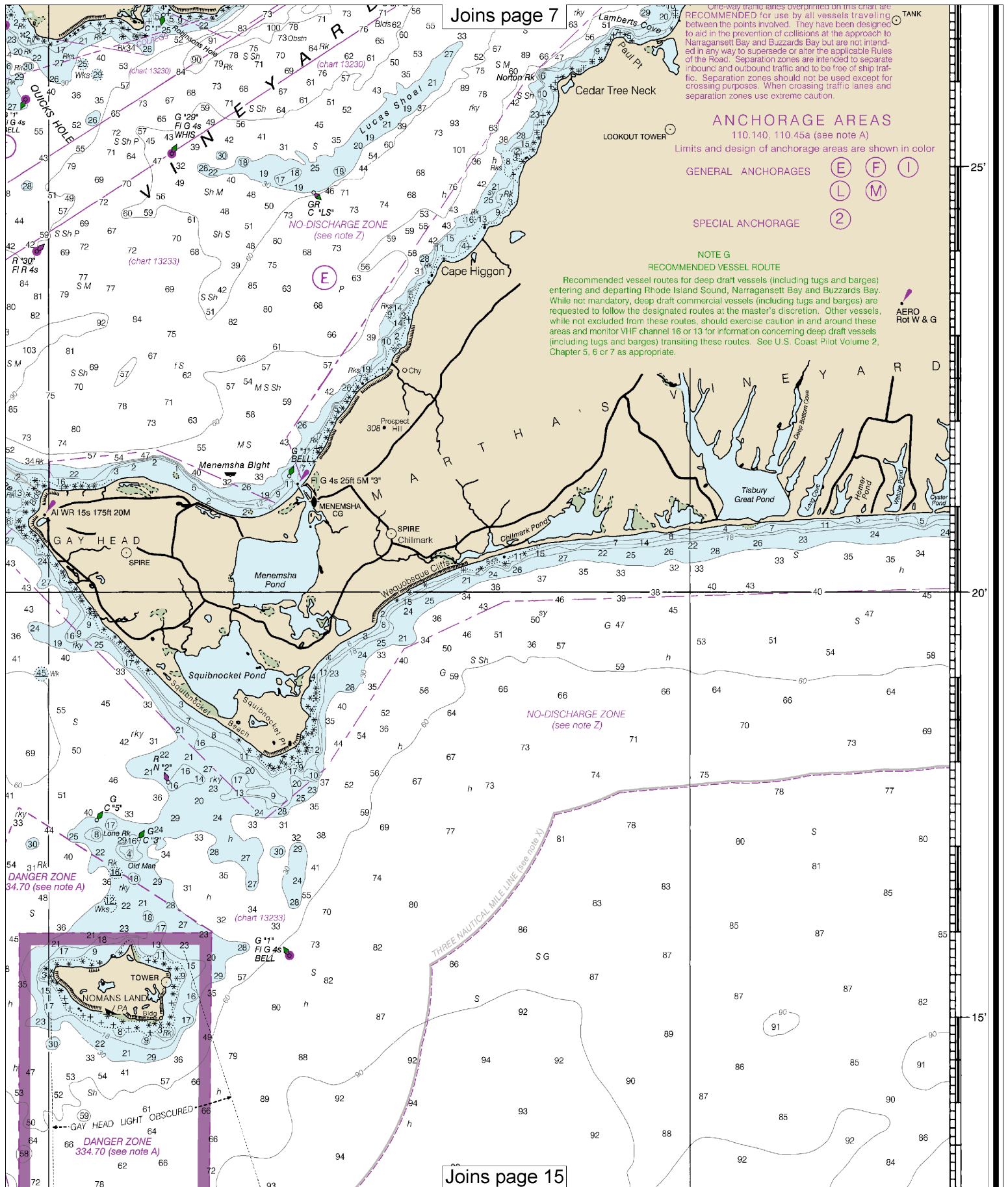
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







Joins page 7

One-way traffic lanes overlaid on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Narragansett Bay and Buzzards Bay but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

### ANCHORAGE AREAS

110.140, 110.45a (see note A)

Limits and design of anchorage areas are shown in color

GENERAL ANCHORAGES (E) (F) (I) (L) (M)

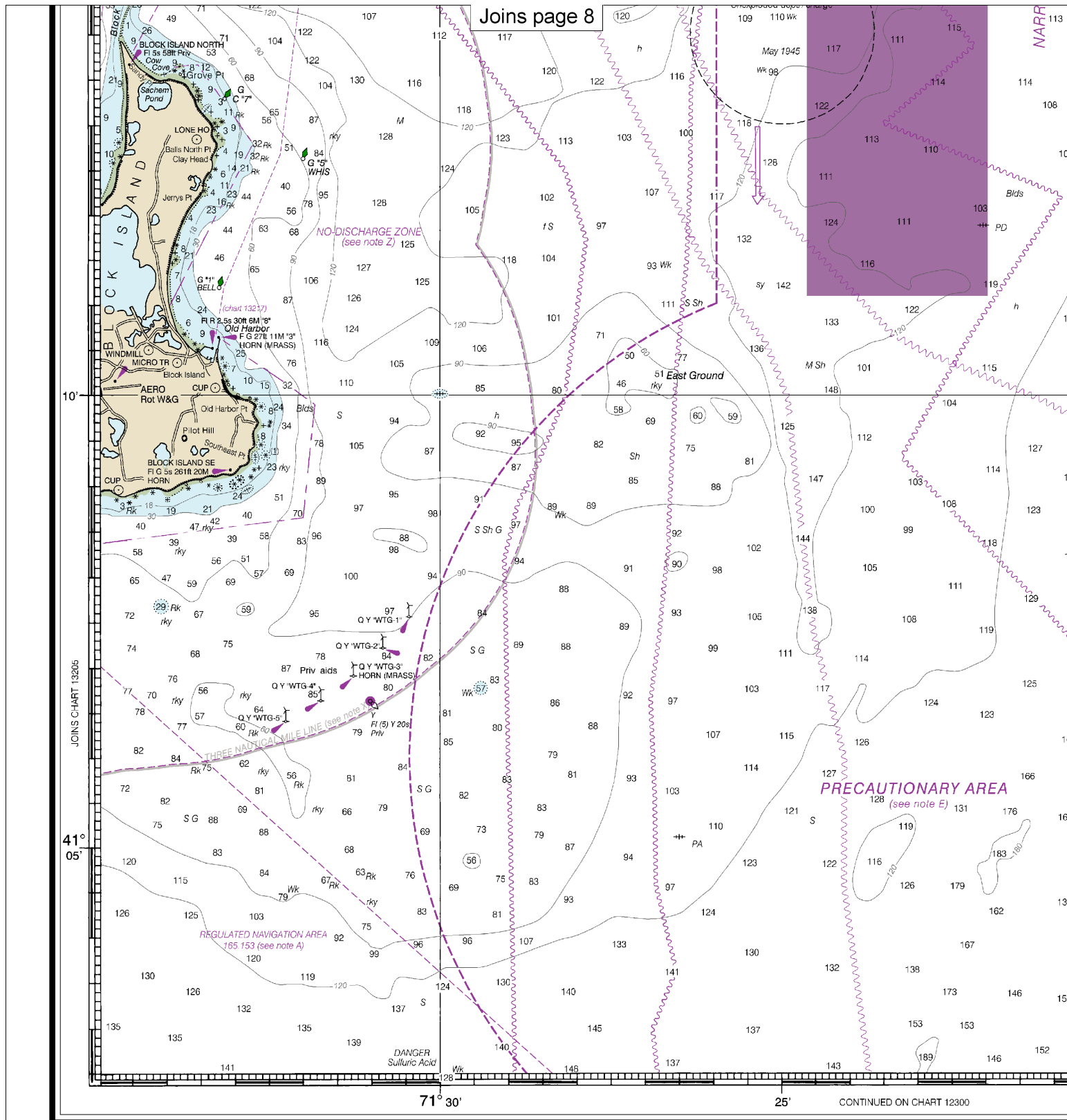
SPECIAL ANCHORAGE (2)

### NOTE G

#### RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

Joins page 15

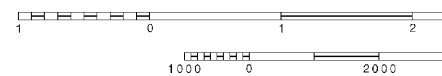


42nd Ed., Jul. /13

13218

Last Correction: 6/15/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



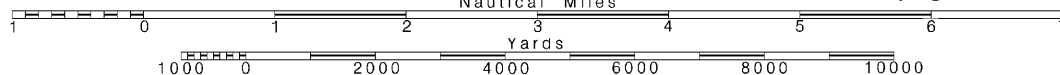
12

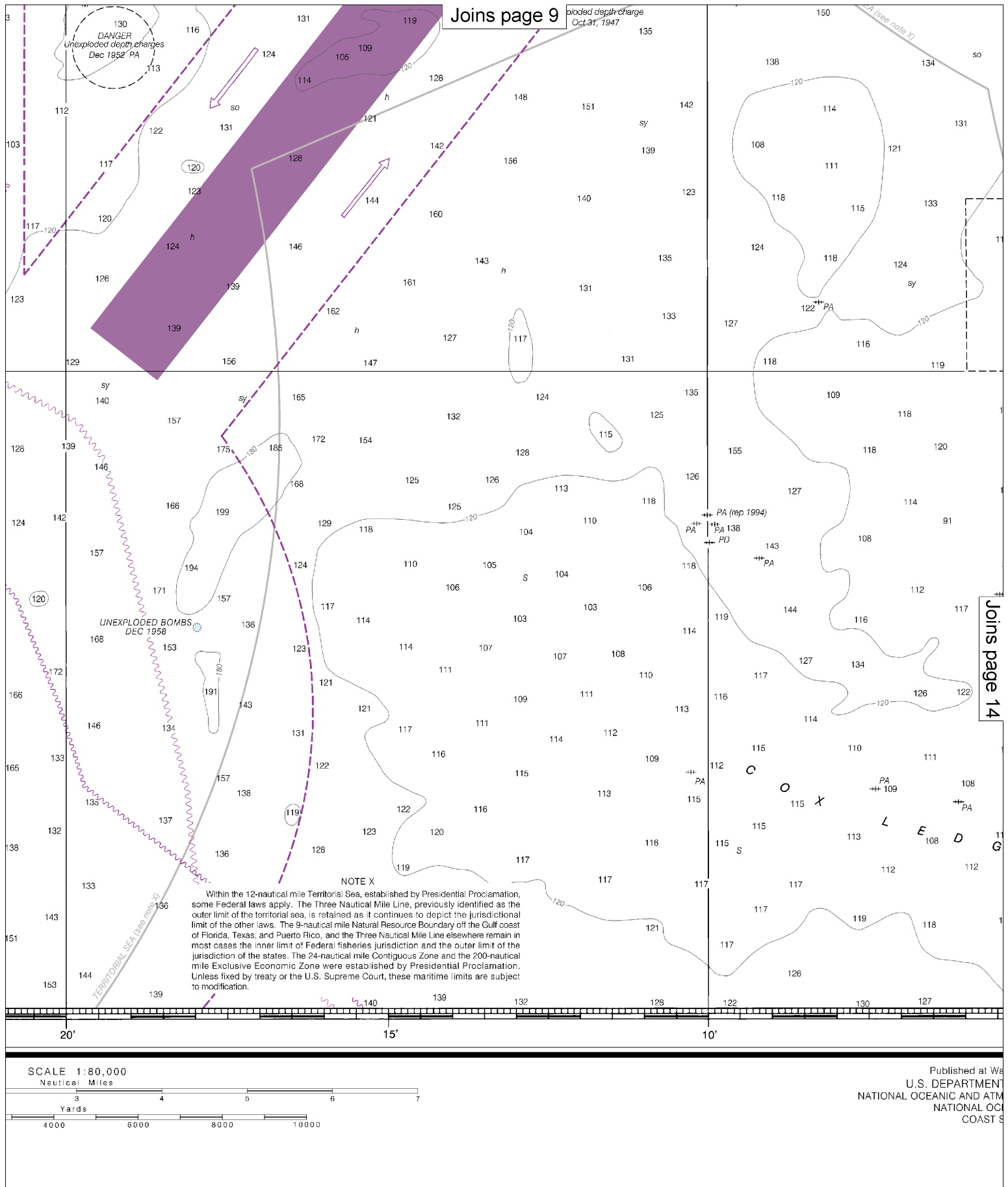
Note: Chart grid lines are aligned with true north.

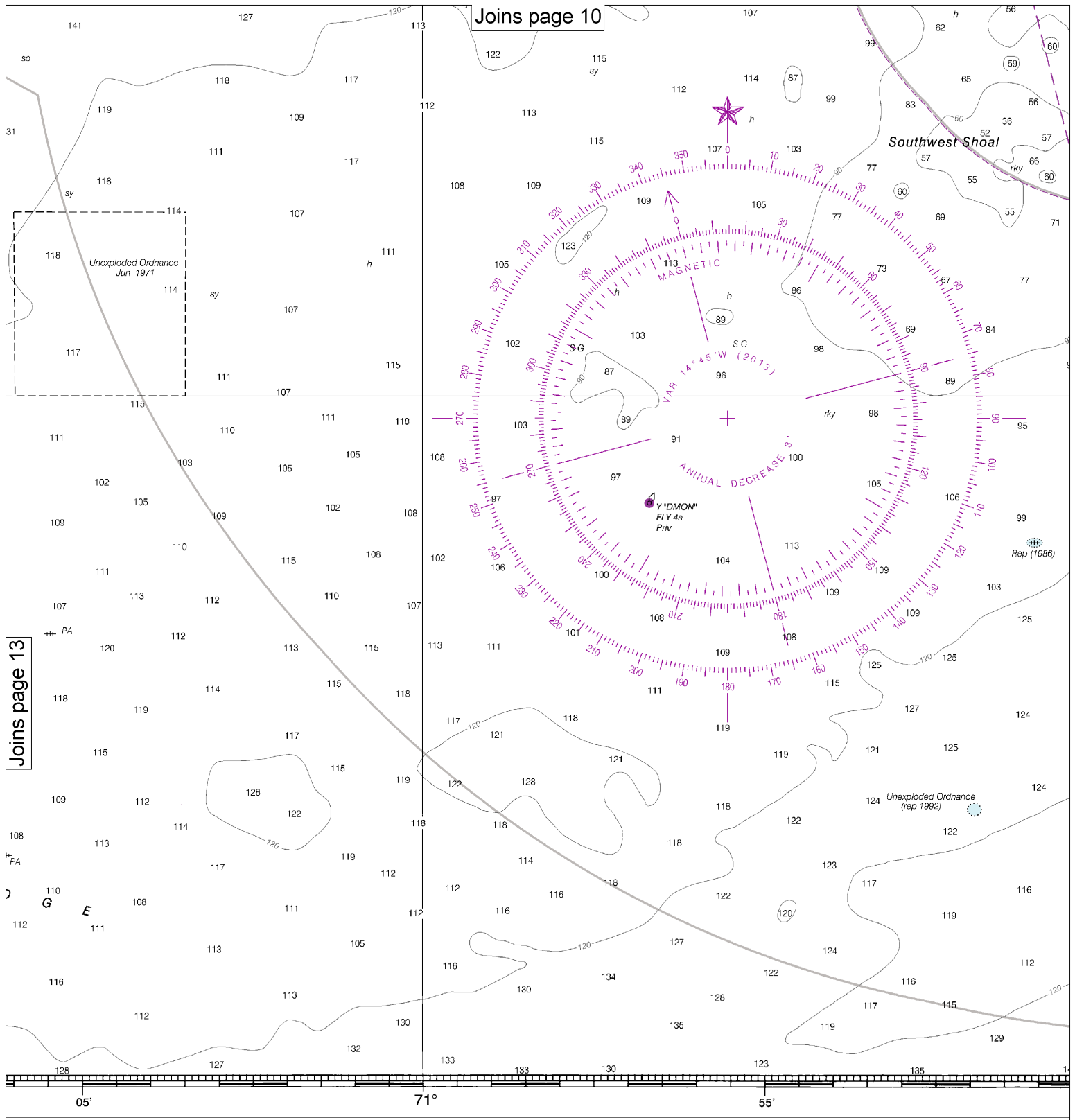
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







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 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
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 COAST SURVEY

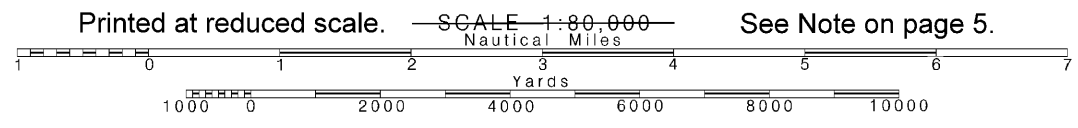
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**SOUNDINGS IN FEET**

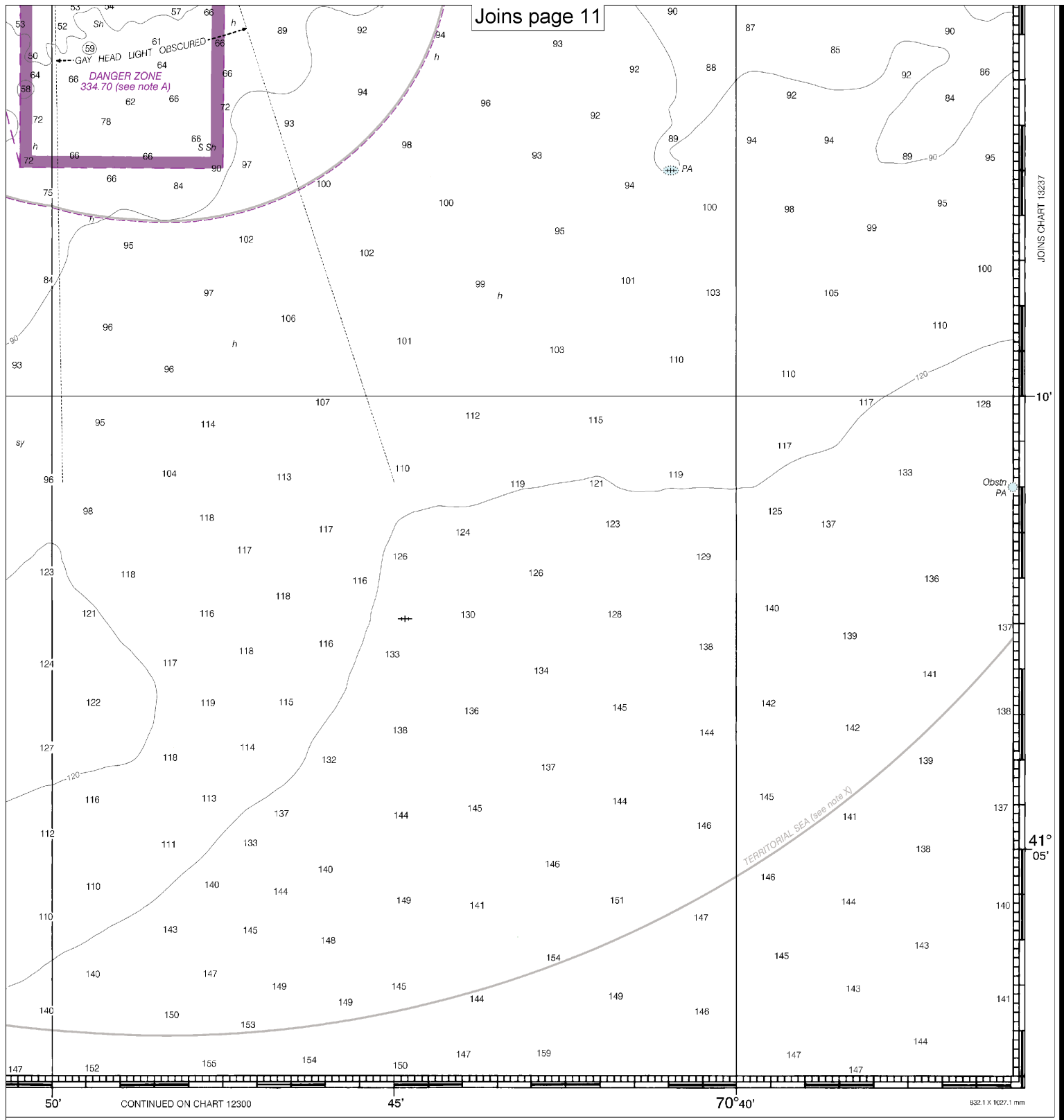
FATH  
 FE  
 MET

**14**

Note: Chart grid  
 lines are aligned  
 with true north.



See Note on page 5.



THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Martha's Vineyard to Block Island  
SOUNDINGS IN FEET - SCALE 1:80,000

13218



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

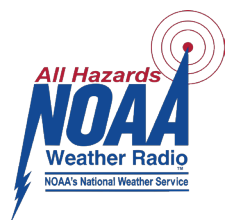
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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